anderson perry & associates, inc.

March 19, 1997
Job No. 108-10

Mr. Joe Garlitz
City of Elgin
P.O. Box 128
Elgin, Oregon 97827

RE: Cedar Street Improvements

Dear Joe:

As we discussed, we have put together an estimated cost with some alternatives for the proposed improvement of Cedar Street. As you can tell, the projected costs for the roadway improvements is considerably above the dollar amount you have budgeted for the project. The cost of the base project, if all of the work is performed by a Contractor, is outlined under Alternative A. Alternative B has divided the work into two work elements: 1) Work to be performed by the Contractor; and 2) Work that could be performed by the City. Item No. 2 under Alternative B would help reduce the actual cash outlay to some extent. Alternative C outlines the cost for a narrower roadway, i.e., no bike path. A few options for reducing the overall project costs would be:

- Reduce the depth of the asphalt concrete pavement from 3 inches to 2 inches. This would save approximately $11,000 and would reduce the strength of the proposed roadway.

- Reduce the overall length of the project. This would not complete the street as desired. It could cost more to do it in two phases than you might gain by performing the work all in one year. Constructing only two blocks would save approximately $38,000.

As you know, it is difficult on these types of projects to decide how much work to perform in order to expect a reasonable life expectancy of the street. With the kind of investment you are making, you want to be sure the right kind of work is performed so you do not have a premature failure due to inadequate base or drainage. On the other hand, you do not want to overdo the project. A first work item should be to see what base and subbase exist. If we have good base and subbase, we could reduce the amount of base rock included in our estimate.

You will note in our cost estimate we have budgeted for installing six dry wells that would pick up surface water on the easterly end of each block. These dry wells add to the cost of the project, but will certainly increase the long-term life of the project. Water can be very damaging to any pavement section if proper drainage is not provided. There are some existing catch basins along the street but, as near as we can tell, they do not function very effectively and are probably not adequate considering the investment you are making in the street. Depending on your funding situation, one possibility would be to postpone the project one year until you were able to save some additional funding for the project.

After you have had an opportunity to review the attached information, please give me a call and we can talk about any other ideas or alternatives you might have. It is our opinion that the proposed improvements outlined are the minimum amount of work you would want to perform in order to provide some kind of reasonable life expectancy for the improvements being constructed.

Very truly yours,

ANDERSON·PERRY & ASSOCIATES, INC.

By _____
Howard L. Perry, P.E.

HLP/rg

Enclosure

cc: Allen Rieke, Anderson·Perry & Associates, Inc.
File No. 108-10-02

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PRELIMINARY ESTIMATED PROJECT COSTS

PROJECT: City of Elgin, Oregon - Cedar Street Paving Project - 1997; Alternative "A"

ESTIMATED BY: Allen Rieke, Anderson-Perry & Associates, Inc.

DATE: March 18, 1997

PROJECT ALTERNATIVE "A"

DESCRIPTION: The City of Elgin plans to improve Cedar Street from Ore. Highway 82 to 5th Street. The existing pavement is approximately 20 feet wide. The final pavement width will be 34 feet. The work will include excavation along both sides of the existing pavement, placement of 1"-0 crushed base rock, and paving of 3" of asphalt concrete 34 feet wide (two 12 -foot travel lanes plus two 5-foot bike lanes), and 8-foot gravel shoulders constructed as drainage swales to collect runnoff from the pavement. Stormwater catch basins with dry wells will be installed at the side street intersections to dispose of the runoff water. Under Alternative "A", a Contractor will perform all of the work, including excavation, aggregate subbase, aggregate base, storm drain/drywell units, and paving.

WORK ITEM	QTY.	UNIT	UNIT PRICE	COST
CONTRACTOR'S WORK				
Mobilization	All	L.S.	$9,000	$9,000
Temporary Protection and Direction of Traffic	All	L.S.	$2,000	$2,000
Excavation Along Both Sides of Street	900	C.Y.	$8	$7,200
Aggregate Base	1500	Ton	$16	$24,000
3" Asphalt Concrete Pavement	750	Ton	$55	$41,250
Asphalt Seal Coat	2.0	Ton	$700	$1,400
Storm Drain Basin/Dry Well Units	6	Each	$3,000	$18,000
Adjust Utility Covers to Grade	7	Each	$200	$1,400
Monument Boxes	3	Each	$300	$900
Pavement Striping	All	L.S.	$1,000	$1,000
TOTAL ESTIMATED CONSTRUCTION COST				**$105,150**
Engineering and Contingencies				$20,000
TOTAL ESTIMATED PROJECT COST - ALTERNATIVE "A"				**$125,150**

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PRELIMINARY ESTIMATED PROJECT COSTS

PROJECT: City of Elgin, Oregon - Cedar Street Paving Project - 1997; Alternative "B"

ESTIMATED BY: Allen Rieke, Anderson-Perry & Associates, Inc.

DATE: March 18, 1997

PROJECT DESCRIPTION: **ALTERNATIVE "B"**

The City of Elgin plans to improve Cedar Street from Ore. Highway 82 to 5th Street. The existing pavement is approximately 20 feet wide. The final pavement width will be 34 feet. The work will include excavation along both sides of the existing pavement, placement of 1"-0 crushed base rock, and paving of 3" of asphalt concrete 34 feet wide (two 12 -foot travel lanes plus two 5-foot bike lanes), and 8-foot gravel shoulders constructed as drainage swales to collect runnoff from the pavement. Stormwater catch basins with dry wells will be installed at the side street intersections to dispose of the runoff water. Under Alternative "A", a Contractor will perform all of the work, including excavation, aggregate subbase, aggregate base, storm drain/drywell units, and paving.

Under Alternative "B", the City would perform the excavation work, base and install storm drain/dry well units. The contractor would furnish and place aggregate base and asphalt concrete pavement.

WORK ITEM	QTY.	UNIT	UNIT PRICE	COST
CONTRACTOR'S WORK				
Mobilization	All	L.S.	$9,000	$9,000
Temporary Protection and Direction of Traffic	All	L.S.	$2,000	$2,000
Aggregate Base	1500	Ton	$16	$24,000
3" Asphalt Concrete Pavement	750	Ton	$55	$41,250
Asphalt Seal Coat	2.5	Ton	$700	$1,750
Pavement Striping	All	L.S.	$1,000	$1,000
TOTAL ESTIMATED CONTRACTOR COST				**$78,000**
CITY WORK - MATERIALS ONLY; DOES NOT INCLUDE LABOR AND EQUIPMENT COSTS				
Excavation Along Both Sides of Street	900	C.Y.	$0	$0
Storm Drain Basin/Dry Well Units	6	Each	$2,000	$12,000
Adjust Utility Covers to Grade	7	Each	$100	$700
Monument Boxes	3	Each	$150	$450
TOTAL ESTIMATED CITY COST - MATERIALS ONLY				**$13,150**
Engineering and Contingencies				$20,000
TOTAL ESTIMATED PROJECT COST				**$111,150**

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PRELIMINARY ESTIMATED PROJECT COSTS

PROJECT: City of Elgin, Oregon - Cedar Street Paving Project - 1997

ESTIMATED BY: Allen Rieke, Anderson-Perry & Associates, Inc.

DATE: March 18, 1997

PROJECT DESCRIPTION: ALTERNATIVE "C"

The City of Elgin plans to improve Cedar Street from Ore. Highway 82 to 5th Street. The existing pavement is about 20 ft. wide. **The final pavement width would be 24 ft.** The work will include excavation, 4-foot width, along both sides of the existing pavement, 1"-0 crushed base rock, and paving of 3" of asphalt concrete 24 feet wide (two 12 -foot travel lanes and no bike lanes under this alternative), and only minimal grading and base rock along the parking areas. Stormwater basin/dry wells would still be installed at the street intersections to dispose of the runoff water.

WORK ITEM	QTY.	UNIT	UNIT PRICE	COST
CONTRACTOR'S WORK				
Mobilization	All	L.S.	$6,000	$6,000
Temporary Protection and Direction of Traffic	All	L.S.	$2,000	$2,000
Excavation Along Both Sides of Street	500	C.Y.	$10	$5,000
Aggregate Base	500	Ton	$20	$10,000
3" Asphalt Concrete Pavement	550	Ton	$55	$30,250
Asphalt Seal Coat	2.0	Ton	$700	$1,400
Storm Drain Basin/Dry Well Units	6	Each	$3,000	$18,000
Adjust Utility Covers to Grade	7	Each	$200	$1,400
Monument Boxes	3	Each	$300	$900
TOTAL ESTIMATED CONSTRUCTION COST				**$74,950**
Engineering and Contingencies				$20,000
TOTAL ESTIMATED PROJECT COST - ALTERNATIVE "C"				**$94,950**

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